DID LOFFEND 1

Did I offend? Pretty cousin, believe me, Nothing on earth could be half so provoking; Nothing on earth, pretty cousin, would grieve

Nearly so deeply. But say, are you joking? All very well, as a joke, to pretend:-Tell me sincerely, though; did I offend? Only a kiss! Is it wrong to make merry Just at the merriest season of seasons? Take the cold weather-the lips-and the berry;

Not as excuses, but only as reasons. Mistletoe, Christmas, and Beauty betriend Sinners, if I be one. Did I offend? Kisses, of course, I shall have by the dozen; Kisses-but not of the kind that I value; Not like the kiss of just now, pretty cousin. Shall you forget it?-Oh, answer me, shall

you? Ere you forget it you must condescend Frankly to answer me; did I offend?

What are our games, and our gifts, and our dinner: What are our mistletoe-boughs and our holly !

How-if I sneak through the day like a sinner-How can the "jestive occasion" be jolly? Do put my fears and my doubts at an end: Look in my face, cousin. Did I offend?

WASHINGTON.

New York and Washington Steamboat Line.

WASHINGTON, Dec. 21 .- All the stock of the new steamship line between Washington and New York has been subscribed and the steamers pur-

The United States Consul, Thurston, at Toronto has informed the Secretary of State that he has been officially notified by the sheriff that the Go-vernor General of the three Provinces has granted a respite, until the 13th of March next, to the following named Febian prisoners, sentenced to death on the 13th of December: Robt. B. Lynch, John McMahon, Daniel Whaler, John Quian and

Anniversary of the Battle of New Orleans. The Sonal Democratic Executive Resident Committee have determined to make arrangements to celebrate the anniversary of the battle of New

A Freedmen's Bureau Case,

The Freedmen's Bureau has received a commualeation from Prince Frederick, Maryland, stating that a colored man, named John Lex, has been indicted by the Grand Jury for that county for har-boring his children, who had been bound, but were released to him by Judge Bond, of Baltimore. The released to him by Judge Bond, or Battimore. The facts reported in this case are that John was summoned before the Orphans' Court, early in 1865, for the purpose of having his children apprenticed, which he refused to do, he being able to take care of them himself. With this the court was satisfied, but the wife of John was formerly the slave of Dr. John was a port time atterwards Duko Dr. John Duke, and a short time atterwards Duke and John and his wife were summoned before the

The father still refused to have his children The father still refused to have his children bound, but notwithstanding this, the Court, it is alleged, apprenticed them 10 Dr. Duke, against the consent of the father. Lex appealed to the Criminal Court in Baltimore, and the children were before Judge Bond on a writ of habeas corpus, who ordered that they be activered to the father. Duke then went before the grand jury and had him indicted for enticing his children from their master. He was held to bail for his appearance at the next term of the court. term of the court.

A communication has also been received from the Superintendent at Annapolis, Maryland, stating that several cases similar to the above have s'ating that several cases similar to the above have occurred in that vicinity.

A number of cases were before Judge Bond, in Baitimore, a few days ago, who returned the children to their parents, but the order of the Court was obeyed in one instance only, and attachments have been issued against the others. In one case Judge Magrader secided that the writ of his court took precedency of the proceedings in the Criminal Court.

The superintendent says:—"The present state of

the Criminal Court.

The superintendent says:—"The present state of the law is very perplexing. Until it shall be decided whether replevin will hold in these cases, no children are safe unless they are removed from the

county. Several cases now on hand have been delayed by the counsel for the masters, but they are now fixed for the 27th inst. Petitions from the colored people for the release of their children are daily being sent to the Assistant Commissioner, as they believe that the General Assembly, which, meets on the 1st of January, will legislate so as to make these indentures legal."

The Public Lands.

Returns received at the General Land Office show that 54,154 acres of the pulic lands were disposed of at the St. Cloud, Minneso a, office during the month of November, 17,438 acres of which were taken under the homestead law for actual settlement and onlitivation. The remainder was located with agricultural college scrip and military warrants. The General Land Office has just prepared a patent in favor of the Central Pacific Railroad Company, containing over 41,000 acres, being the area of the tracts approved by the Secretary of the Interior as enuring to said company under acts of Congress of 1862 and 1864. The patent is preceded by a beautful miniature map of the United States, handsomely colored, exhibiting all the States and territories with great distinctness, as also the line of the Pacific Railroad from the valley of the Mississippi to the Pacific Ocean.

The Secretary of the Interior has approved of three additional lists of swamp and overflowed lands in the San Francisco, Marysville and Stockton districts, California, covering an aggregate of 111,099 acres. These lis's have been prepared by the Commissioners of the General Land Office in pursuance of the 4th section of the act of July 23, 1866. During the month ending on the 15th inst, 1665 land patents have been transmitted by the Commissioner of the Land Office to the patentees, embracing lands sold for cash, located with both land warrants, agricultural college scrip and conlands in the San Francisco, Marysville and Stockland warrants, agricultural college scrip and confirmed private claims.

Returns received at the General Land office show

that 24,754 acres of the public lands were disposed of during the month of November at the following Detroit, Michigan, - 7601 acres.
Mequette, " - 9712 "
Topolo, Kansas, - 7441 "

Cabinet Meeting.

The Cabinet was attended by all the members to-

day. Secretary Stanton having returned from his

Letter from Minis er Burlingame. Minister Burlingame, writing from Shanghae October 5, gives an account of a typhoon which occurred in the middle of September, between Hong Kong and Yokohama, Japan, the severest which has occurred for many years, the barometer falling to 2501. The rarification of the air was so great as to affect passengers painfully. The wind appeared to strike the ressel unequally—in one place breaking strong iron bolls, and in another

wesk objects were unbarmed.
Captain Noel, of the French steamer Duplex, says that they encountered the centre of the cyclyne, which caused great damage to the shipping. At 4 P. M. the barometer feil rapidly; at half past 4 it was 720; at half past 5 it fell to 74; from 5 to 7 o'clock P. M. we were exposed to the most frightful tempest which could be imagined. The sea was really horrible on all sides; as for the wind, there were no longer sonally, but frightful hours. there were no longer squalis, but frightful howl-

About half-past six we were literally the sport of a whiriwind, which caught up everything on deck and whirled things in circles to the height of the head of the mizzenmast. An enormous metallic plate was projected from forward to aft, and our masts were bent like reeds. I be-lieved they would be carried away, and I do not really know how they were able to resist such

From Texas.

GALVESTON. Dec. 21.—Captain Craig, Bureau agent of Guadaloupe county, who was imprisoned by the civil authorities, was released by United States cavairy, who surrounded the prison and demanded his release. The sheriff complied, and he now discharges his duties with a guard of the 17th infantry.

17th infantry.

Captain Richards, formerly of the 12th Hillinois cavalry, was murdered on the 18th by his partner in planting, David Randall, near Williams City. The council of Galveston has passed a resolu-tion inviting the Vice President and congressional delegation to visit the city and partake of its hos-pitalities.

A committee of forty of the most prominent merchants and other distinguished citizens are charged with making the arrangements.

The Hop. L. D. Campbell, United States Minister to Missico, arrived to day in the Blackbird, di-

rect from Ma:amoras, and sailed immediately on the Matagorda for New Orleans via Brazeoz Ony, to confer with Generals Sherman and Shwidan, and the authorities at Washington. He reports Mexican affairs on the border in a very unsettled

condition.
On Wednesday morning Ortega and his brother left Brownsville and went to Matamoras. It is supposed that very exciting times will ensue. It is thought Ortega will join Oanales and Cortinas and attack Escobedo, who is gone with a part of his force to Monterey.
When the Blackbird left Brazos she met the United States steamer Winooski, which had left Vern Oruz to communicate with Jun ez, and it is approped to bring over the covernment to him. supposed to bring over the government to him. The Wincoski brought dispatches to Minister

From Fortress Monroe.

From Fortress Monroe.

Fortness Monroe, Dec 20.—Col. James Carry, dejot commissary at this point, opened proposals yesterday for supplying the troops at Fortress Monroe, Camp Hamilton, Yorktown and Nortolk, Va., with fresh beeter the first six months of the year 1867. The bids ranged from eleven dollars and seventy-five cents to fifteen dollars per one hundred pounds nett.

The anniversary of the emancipation proclamation recurring January 1, arrangements are being made in Norfolk and Portsmouth for a proper observance of the day. A meeting was recently held

made in Norfolk and Portsmouth for a proper observance of the day. A meeting was recently held in Norfolk for this purpose at a colored Baptist church. The attendance was large. Mayor Ludlow was present, by request of the committee. He expressed his views on the proposed celebration, and said he could not agree with the meeting as to its propriety or expediency, but if they resolved to observe the day by meetings and a procession, he would see that they were not molested; he did not believe, in fact, that there was any disposition on the part of the citizens of Norfolk to molest them as long as they were orderly. Other speeches were made, and the necessary arrangements perfected. The programme contemplates services in the churches in the morning and at night, and a procession through the streets at noon.

The United States District Court, Judge Underwood presiding, continues in session in Norfolk.

The United States District Court, Judge Underwood presiding, continues in session in Norfolk. The principal case is one in admirally against the schooner Mary McKee, her tackle, furniture; & ..., for salvage, W. H. C. Ellis appearing for the libeliants and Mr. L. H. Chandler for respondents. The libeliants are the owners of the steamship Saragoesa, plying between New York and Charleston. While en voyage, the Saragoesa fell in with the schooner Mary McKee, in the Gulf Stream, 156 miles to the southward and enstward of Cape 56 miles to the southward and enstward of Cape Henry, the schooner displaying signals of dis-tress. The steamer, at the urgent request of the

trees. The steamer, at the urgent request of the captain of the schooner, took her in tow and brought her in safety into Hampton Roads.

The respondents deny many of the fallegations contained in the libel, principally the one relating to a severe storm, which it is said occurred shortly after the schooner arrived in port. The libeliants estimate the value of the schooner and cargo at \$33,000, and caim salvage one-tenth of the vessel \$30,009, and c.aim salvage one-tenth of the vessel and cargo. The libel and answer were read, together with the depositions taken in the case before the United States Commissioners, and submitted to the Court. The principal witnesses to-day were Messrs. Hendricks and Wilson, correspondents at Fortress Monroe, who boarded the McKee immediately upon her entrance into Hampton Roads. Further evidence will be taken and the case argued, after which it is presumed it will be carried to a higher court.

to a higher court.

Schooner J M. Patchen, from Weshington, D. O. for New York, sailed to day; also, schooner Mary Ellen, for Newburypert, with timber.

Weather has again become N. E., wind is blowing from the eastward early this morning and reered to the north towards noon. Indications

ggest cold weather. FORTRESS MONROE, Dec. 21 —The steamer Kalamszoo, from Charleston for New York, has put in here for a harbor. The schooner Union, from New York for Baltimore, arrived here, reports having experienced a heavy gale, losing her mainsail and

The brig Golden Lead, from Swan Island, with guano for Philadelphia, has put in here. She encountered a northerly gale during the entire passage, the heaviest off Hatteras, where her salis were blown away. She is leaking badly. The brig Hattle Mitchell, Captain Birdstreet, arrived at Swan Island on the Soth ult., from Aspinwall. The brig Edwin H. Fetter was loading guano for boods. Hote.

Hood's Hole.

There has been heavy weather for the past three days, with the wind from the northwest, and it still blows fresh from the same direction. A large fleet of vessels is anchored here.

FORTHESS MONROE, Dec. 21,-On the 11th inst., Lieut Egbert Ellicott, of the 29th United States infanity, was shot dead by private King, of the same regiment, twelve miles from Yorktown, while driving a government team containing the Lieu-tenant and two friends. A difficulty arose from a party insisting upon King to allow a negro to act as griver, ending in Olcott shooting King, who thereupon shot Olcott. Conflicting ramors from military authorities urged the circumstances to be withheld until a court of inquiry make an investigation. This being done, the court will be engaged in preparing a report for trans-mission to Washington. But the decision, so far, has been kept secret.

The thermometer is 20 degrees above zero, failing

all day. The pilot boat reports heavy weather The steamer George Appold salled this morning The British steamship Brazilian arrived at Norfolk this morning, to load cotton and naval stores. Also the Liverpool, from Washington.

From Boston.

Bosron, December 21 .- The Rev. Dr. Albro died last night, at the age of sixty-seven years. He has been pastor of the Shepard Congrega-tional Church in Cambridge for nearly thirty

THE RESOVALS BY THE PRESIDENT.—The Washington correspondent of the Boston Advertiser says:—The extent to which the President exercised the power of removal from office for political purposes, during the vacation, is very faintly comprehended by the country at large. Many new appointments were published when made; but some time in September correspondents here were desired the privilegs of seeing the list of daily removals. This order of denial was issued because of the sharp criticism evoked by the Pre-sident's action. Hence, thereafter, comparatively few cases of removals and appointments got into the newspapers.

The work of the Executive in the Internal Reve-

pue office is shown by the list of persons recently appointed in that branch of the service. From appointed in that branch of the service. From this it appears that during the summer vacation of Congress—that is, from July 21, 1868, to December 1, 1868, there were appointed to fill vacancies, mostly made by removal for non-agreement with the President's views, 214 assessors and collectors, of whom all but it were for the loyal States. The whole number of Internal Revenue officers in the country is but 486, and it thus appears that nearly half of them were turned out during these four half of them were turned out during these fou months. The whole sumber in the loyal States and territories is 354, of whom 203 were removed or torced into resigning. In this period the removals were heaviest in the central and western States. The number made in August was 59, in September 68, and in November, after the elections but 19.

ions, but 12. The manner in which the President gave his mind to the business is shown by the fact that on six days he removed eight per day; on three days, nine per day; while on one day he beheaded twelve and another day thirteen. During the week from August 20 to 25 inclusive he found time to remove August 20 to 25 inclusive he found time to remove exactly thirty-six Republicans, and then, after a Sunday's rest, he continued the work by removing fourteen more on the following Monday. The appointments ig New England during these four months were but fourteen, viz: Three out of ten in Maine, one out of six in New Hampshire, eight out of twenty in Massachusetts, and two out of four in Connecticut. The number in New York was twenty-one out of sixty-four; in Pennsylvania, thirty four out of forty-eight; in Ohio, twenty-two out of thirty-eight; in Indiana, fourteen out of twenty-two; in Illinois, sixteen out of twenty-six; in Michigan, ten out of twelve; in Iowa, nine out in Michigan, ten out of twelve; in Iowa, nine out of twelve; in Wisconsin, nine out of twelve, and eighty on the full list.

West Virginia in the Supreme Court —Attorney-General Bowden, of Virginia, on last Friday, in the Supreme Court of the United States, moved for leave to file a bill asking for process in the name of Virginia against West Virginia, claiming Berkeley and Jefferson counties as belonging to Virginia, for the purpose of asserting the jurisdiction of Virginia over these counties. Virginia proposes to bring a suit by a bill in chancery. The Hon. Reverdy Johnson, of Marviand, has been employed as counsel, and the Hon. Benjamin Stanton, and the Hon. George H. Lee as assistant counsel, to defend the suit in behalf of West Virginia.

Cigars.—The youth of London light their cigars with a new invention, called poudre de feu. It consists of pyrophorus, which is preserved in a small tin case, with a narrow oridoe. When a small quantity of this dark powder is poured out on the edge of a cigar, and breatned gently, it becomes incandescent, and fights the pipe or cigar.

FACETIÆ.

Cases for Accident Insurance Companies. From the Cincinnati Times.

The "Breakneck Accident Insurance Comince, to work up a column or so of indacements or people to take out policies. This is the way

Everybody should get insured against acci-ents. No matter if you belong to one of the best of lamilies"—accidents will happen to

Get a policy. The old proverb says "Honesty is the best policy," but that was before Accident Insurance Companies started. Now the best policy is a policy in the "Breakneck."

The other day a man in Chicago fell out of a lourth-story window. He had no insurance, and consequently was killed. Another man on the same day fell out with his wife. He was insured in the "Breakneck," and is ready to fall

out again.

A woman driving a spirited horse in St. Louis, was run away with. Being insured against accidents, she wasn't alarmed a bit, stopped the horse, and came back safe. Her policy running out, she neglected to renew it. Shortly after she was run away with again. Her husband's contract renewal with her this time and her partner for away with her this time, and she basn't come back yet. Don't fail to renew your policy, particularly if it is in the "Breakneck."; At Dubuque, Iowa, a man was kicked by a horse. The horse wasn't insured, and he got

kicked back. Near Paris, Ky., a man, while engaged in running a circular saw, had his arms taken of They consisted of a cavalry sabre and a doublebair-lied shot-gun. The man who carried them off had an accident insurance, and he hasn't

een caught yet. In Utica, N. Y., a man accidentally got married. Being insured in the "Breakneck," he will receive \$15 a week until he recovers. Andy Johnson writes from Washington:-"My Policy has run out. Send me another by ex

Near Portland, Maine, a poor man fell from a loit and broke his neck. He received hit insu-rance, \$3000, from the "Breakneck," with which he was enabled to set himself up in business, and is now doing well,

Our sgent at Cleveland, Ohio, writes:-"A lumber horse ran away with a bobtailed wagon, and tipped the street over into a small woman and six elderly children. The horse began to cry, and the wagon bled freely at the nose, but otherwise the street is doing well. No insu-

A boiler exploded at Memphi-, blowing the engineer into the air quite out of sight. He will receive \$15 a day until he comes down A hog drover in Mt. Sterling, Ky., was very

much hart by a fait-fall in pork. No insurance A man ran away from Litchfield, Ill., to avoid paying his debts. He left a family (not being able to take them with him). No in-

A man accidently fell from a steamer at New Orleans, into the river. As he was sinking the third time, he suddenly recollected that his policy in the "Breakneck" had expired. He then swam ashore, sought out the agent, and renewed his policy, and immediately returned to the river and sank the third time in a serene and tranquil manner.

Borrowing.—The London Athenaum says.— What will our sprightly neighbors, the French, take from us next? They have borrowed from us our "boulingrin" (bowling-green), our "bitsteks" (beet-steaks), our "bouledogues" "bitsteks" (beel-steaks), our "bouledogues" (bull-dogs), and their last is the establishment of a sporting journal with the seducing title of Le Derby."

NEW PUBLICATIONS.

O W

READY.

THE CALAXY,

FOR JANUARY 1, 1867,

ENLARGED AND IMPROVED.

With this number THE GALAXY commences its third volume. The Magazine is enlarged sixteen pages. printed on new and larger type, and provided with a new and ceautiful illuminated cover. A full-page lilustrationtby HENNESSY is the frontispiece of the number.

CONTENTS: TRISTAN. A Story in Three Parts. Part I. By Edward Spencer. WINTER WIND. By Anne M. Crane.

WHOSE FAULT IS IT? BY H. G.
THE POLICY OF CONFISCATION. By William C. Church. SAVONAROLA. By Anna Cora Ritchie. THE JANE MCCREA TRAGEDY. By William L. Stone

THE GUEST AT THE FUNERAL. By H. M. Bean. THE EXHIBITION OF WATER COLORS. By Stillman S. Conat. (With an illustration.) SUMMER HOURS. By Charles Dawson Shanley. (With two illustrations.) THE QUEST FOR ENGLISH. By Richard Grant

White. BYGONE JOYS. By G B M. THE CLAVERINGS. By Anthony Trollope. FATE FERGUSION. By J. W. THE GALAXY AND THE SUN. By Astra.

THE AMERICAN IN ENGLAND. By cella Logan. SEBULE. By the Editor. Containing:— Snubbing in Congress; The Glant Farragut; Mr. White's Letter on Swinburne; Dr. Palmer's "Folk Songs;" Mr. Randolph's "Margaret Brown;" The Negro in Paradise. The Illustrations in this number are from original

designs by Hennessy and Mullen. The cover by Benjamin Day. The Story or TRISTAN, commenced in this number will be concluded in three issues, and will be imme-

diately succeeded by the new novel, WAITING FOR THE VERDICT. BY THE AUTHOR OF "LIFE IN THE IRON MILLS," "MAR-

GARET HOWTH," FTC. With Illustrations By W J. HENNESSY,
This serial will be run rapidly through THE GALAXY,

and will be followed by another powerful novel by a distanguished author. The price of THE GALAXY remains as before, \$5 a year; six copies ror \$25. As it is published twice as often as other magazines it is really the Cheapest Magazine in the country. Specimen copies 30 cents. ADDRESS

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1867.

Containing a List of all Public Offices and their Location in the City and County of Philadelphia,

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KING & BAIRD, Printers, No. 607 SANSOM Street, Philadelphia. Single copies, 2s cents, or all per hundred. Matted on receipt of price. PROPOSALS

TRESH BEEF AND VEGETABLES.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
December 18, 1866

Sealed Proposals, encorsed "Proposals for Fresh
Beet and Vesetables," will be received at the Bureau
until 2 o'clock P. M., on the 3d day of January, 1867,
for the supply of
100,000 POUNDS OF FRESH BEEF

100,000 POUNDS OF FRESH VEGETABLES. at the Philadelphia Navy Yard and Station, as required.

1 he Beef and Vegetables must be of good quality,

The Beef and Vegetables must be of good quality, and the best the market affords, and each article nust be offered for by the pound. The Beef to be in equal proportions, fore and hind quarters.

Bonds, with approved security, will be required in one-half the estimated amount of the contract, and twenty per cent in addition will be withheld from the amount of each payment to be made, as contract, which will, on no account, be paid until it is inly complied with.

Every offer made must be accompanied by a written guarantee, signed by one or more responsible.

ten guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or thoir bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to turnish the articles proposed.

No proposal will be considered unless accompanied by such guarantee, and by satisfactory evidence that the bidder is a regular dealer in the articles proposed for, and has the ticense required by act of

ingress. The Department reserves the right to reject any proposal Lot considered advantageous to the Gov It is to be understood that in case the stipulated quantity of either article snall be delivered, leaving a Lalance due on the other article, the contract may be considered as completed in full at the option of the Department. 12 19 21 26 28 4:

PROFOSALS FOR CAVALRY AND ARIII.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Md., December 15, 1866 | Scaled Proposals are invited and will be received at this office until FRIDAY, 12 o'clock M., December 28, 1866, for the delivery in the city of Baltimore of One Hundred and Twenty-vix (126) Cavalry Horses, and Twelve (12) Artillery Horses.

The Horses will be subjected to carried inspection

The Horses will be subjected to careful inspection before being accepted. I he tavalry Horses must be sound in all respects, well broken, in full flesh and good condition, from fifteen to sixteen hands high, from five to nine years o.d, well adapted in every way for cavalry purposes.

The Artillery Horses must be of dark colors, cound in all respects strong quick and active way.

sound in all respects, strong, quick, and active, we'l broken, and square trotters in harness, in good flesh and condition, from six to ten years old, and not less than fifteen and a haif hands high, each horse to weigh not less than ten hunored and firty (1050) Ine ability of the bidder to fulfil his agreement must be guaranteed by two responsible persons, which guarantee must accompany the proposal. The Hoises must be delivered within forty (40) days from date of acceptance of any proposal.

The Government reserves the right to reject any or all bids. Payment to be made on completion of contract.

eentract.

Bids will be endorsed "Proposals for Cavalry and

Artillery Horses," and addressed to the undersigned,
Baltimore, Md.
By order of the Quartermaster General.

A. S. KIMBALL.

Captain and A. Q. M., U. S. A.,

Depot Quartermaster.

GOVERNMENT SALES.

SALE OF OLD AND UNSERVICEABLE CANNON, SMALL ARMS, AND MISCEL LANEOUS ORDNANCE STORES.

BUREAU OR ORDNANCE,

NAVY DEPARTMENT,

WASHINGTON CITY, December 13, 1836.

On the tenth (10th) day of January, 1887. THURSDAY, at noon, there will be sold at public auction, in the NORFOLK NAVY YARD, to the highest bidder, a lot of old and unserviceable cannon small arms, and miscellaneous articles of naval ordnance.

The cannon, shot, and shell will be sold by the pound, and the small arms and other miscellaneous articles of ordnance in lots to suit purchasers. lerms-One-half cash in Government funds, to be deposited on the conclusion of the sale, and the remainder within ten days afterwards, during which time the articles must be removed from the Navy Yard, otherwise they will revert to the Government.

12 15stuth (1 10 Chief of Bureau.

OFFICE OF ARMY CLOTHING AND

No. 29 BROADWAY, New York, December 19, 1866

Will be sold at public auction, at the depot of Army Clothing and Equipage, corner of LAIGHT and WASHINGTON Streets. New York city, on THURSDAY, the 8d of January, 1867, commencing at 11 o'clock, A. M.

30,000 TO 40,000 ARMY BLANKETS, NEW. Samples of the above may be seen at the Depot, and jurther information obtained at this office.

Terms—Cash, in Government funds; ten per cont. down, and the balance before the goods are taken from the Depot, which must be within three days of sale, under fort iture of purchase and ten per cent. sale, under fort, iture of purchase and ten per cent.
Brevet Brigadier General D. M. VINTON, 12 20 11t) Asst. Quartermaster General, U. S. A.

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imited portion of the stock is offered for sale to desirable parties at such rates as will carbe purchasers to
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Apply 10 J. G. WATMOUGH & CO.,
12 13 16t* Pulladelphia.

MONUMENTS, TOMBS. GRAVE-STONES, Etc. Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS, TOMBS AND GRAVE-STONES Will be sold cheap for cash.
Work sent to any part of the United States. HENRY S. TARR. 2 wine No. tie GREEN Street, Philadelphia

PAILROAD LINES.

READING RAIL ROAD
FROM PHILAGREAT TRUNK LINE.
FENNSYLVANIA, THE SCHUYLKILL, SUBQUEHANDA, CUMBERLAND AND WYOMING VALLEVS, THE SORTH, NORTHWEST, AND THE WINTER ARRANGEMENT OF PASSENGER TRAINS,

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

hours:— MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 5:30 P. M., arriving
Philadelphia at 9:10 P. M.
MORNING EXPRESS,
At 8:18 A. M., for heading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tunnaqua, Sunbury, Whilamaport, Elmira, Rochester, Ringara Falla, Buffalo, Alientown Wilkesbarre, Pritiston, York, Carlisle, Chambersburg Hagerstown, etc. etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at BEADING with East Pennsylvania Railread trains for Allentown, etc., and the Lebanos Valley train for Harrisburg, etc., at PORT CFINTON with Catawiesa Railreac trains for Williamsburg, Lock Haven, Elmirs, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquebaura trains for Northumberland, Williamsport, York, Chambersburg, Pinegrovs, etc.

AFTERNOON EXPRESS
Leaves Philadsiphia at 8:30 P. M., for Reading PottsHarrisburg, etc., connecting with Reading and
mbia Railroadt rains for Columbia, etc.

C mbia Bailtoact rains for Columbia, etc.

BEADING ACCOMMODATION

Leaves Reading at 6°30 A. M., stopping at all way stations, arriving at Philadelphia at 9°40 A. M., Returning, leaves Philadelphia at 4°30 P. M.; arrives in Reading at 7'30 P. M.

Trains for Philadelphia leave Harrisburg at 8°10 A. M., and Pottsville at 8°36 A. M., arriving in Philadelphia at 100 P. M., Aftersoon trains leave Harrisburg at 2°10 P. M., Pettsville at 2°45 P. M., arriving in Philadelphia at 6°46 P. M.

HARRISBURG ACCOMMODATION

AGP.M. HARRISBURG ACCOMMODATION

Leaves Reading at 740 A. M., and Harrisburg at 410 P.

M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 910 P. M. dation south at 6 50 P. M., arriving in Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 11 50 A. M., and Downingtown at 12 35 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Potaylie at \$500 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 00 A. M., returning from Reading at 4 25 P. M. CHESTER VALLEY RAILEOAD.

Passengers for Downington and Intermediate points

Passengers for Downivgton and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Pallsdelphia, returning from Downingtown at 7:00 A. M.

Philadelphia, returning from Downingtown at 7:00 A. M. and 12:50 neon.

EW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 9 A. M. and 8:00 P. M., passing Reading at 1:00 and 11:53 A. M. and 1:48 P. M., and connecting at Hairisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9:55 A. M. and 9:15 P. M., passing Reading at 4:59 and 10:52 A. M., and 11:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M. Sleeping cars accompany those trains through between Jersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 2 to P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY BAILEDAD.
Trains leave Pottsville at 7 and 11 30 A. M., and 7 15 P.
M., returning from Tamaqua at 7 35 A. M. and 1 40 and 4 15 P. M.

SCHUYLKILL AND SUSQUEHA NNA RAILROAD. SCHUYLKHL AND SUSQUEHA NNA RAILROAD,
Trains leave Auburn at 7 50 A. M. for Pinegrove and
Hairisburg, and 1 50 P. M. for Pinegrove and Tramont,
returning from Hairisburg at 320 P. M., and from Tremont at 7 55 A. M. and 5 75 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all
the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of
S BRADFORD, Treasurer, No. 227 S. FOURTH Street,
Philadelphis, or of G. A. NICOLLS, General Superintenddent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for

At 25 per cent. discount, between any points desired, for tamilies and firms.

MILEAGE TICKETS. Good for 2000 miles between ad points, \$52.50 each, for

families and firms SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN CLERGYMEN

Residing on the line of the road will be furnished cards entiling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BEOAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MALLS

Close at the Philadelphia Post Office for all places on the

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3-15 P. M. FREIGHT LINES FOR NEW YORK AND

PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Saltroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY FARIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock, P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Beturning, the above lines will leave New York at 12 neon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; siso, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freebold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunsachunk with all points on the Delaware, Lackasvanna, and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Bailroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Moris and Essex Railroad

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B—Increased facilities have been made for the transportation of five stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth sineet, near the Drove Yard, or at Fier No. 1. North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to Walf Elizabeth Allenday.

No. 226 S. DELAWARE Avenue, Philadelphia.

N ORTH PENNSYLVANIA RAILROAD,-ORTH PENNSYLVANIA RAILROAD.—
Depot, THIRLD Street, above Thompson.
For BETHILKHEM, DOYLE-STOWN, MAUCH CHUNK,
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A. M. (Express), for Bethlehem, Alloniown,
Manch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express) for Eethlehem, Easton, etc.,
reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 8:25 A. M. and 11:25 Noon, and 6:16
P. M.

Leave Bethlenem at 6 40 A. M., 3 15 and 5 30 P. M.

Leave Doy estown at 6 40 A. M., 3 15 and 5 30 P. M.

Leave Lanadale at 6 30 A. M.

Leave Fort Washington at 10 50 A. M., and 2 15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 5 A. M.

Philadelphia for Doylestown at 2 30 P. M.

Boylestown for Philadelphia at 7 30 A. M.

Bethlehem for Philadelphia at 4 30 P. M.

Through Tickets must be procured at the ticket offices,

THIAD Sireet or BERKS Sireet.

5 21

ELLIS CLARK, Agent.

1866.-PHILADELPHIA AND ERIE RAIL.
ern and Northwest Countes of Pennsylvania to the City
of Eric on Lake Eric. It has been leased and is operated
by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Eric Mail Train, 7 A.M.; Eric Express
Train, 1730 P. M.; Eimira Mail, 5 P. M.; Eric Express
Train, 1730 P. M.; Eimira Mail, 5 P. M.; Eric Express
Train, 1730 R. Elimira Mail, 5 On A. M.
Passenger cars run through on the Eric Mail and Express
trains without change both ways between Philadelphia
and Eric.

trains without change both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.

Leave New York at 5 0. P. M., arrive at Eric 10 00 A. M.

Leave Eric at 2 30 P. M., arrive at New York 4 40 P. M.

Leave Eric at 2 30 P. M., arrive at New York 10 10. A. M.

Elegant Siceping Cars on all the night trains.

For information respecting passenger business, apply at 10 new 17 HIRTIETH and MARKET Streets, Phila.

And for irrelant business, of the Company's Agents, S. B. Eingaton. Sr., corner Thirreenth and Market streets, Philadelphia; J. W. Ecynoids, Eric; William Brown Agent N. C. E. R., Baltimota.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Ticket Agent, Phila.

A. L. TYLER, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, september 24, 1888.

LEAVE PHILADELPHIA AB FOLLOWS:—
For Bridgeton, Salem, Miliville, and all intermediate stations, at 5 A M. Mail., 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 3:30 and 6 P. M.
For Cape May, at 3:30 P. M., 3:30 and 6 P. M.
RETURNING TRAINS LEAVE
Woodbury 8 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:56 A. M. and 3:05 P. M. Freight, 6:30 P. M.
Miliville at 6:30 A. M., and 3:05 P. M. Freight, 6:10 P. M.
Cape May at 1:45 A. M., Passenger and Freight, 6:10 P. M.
Freight will be received at Second Covered Wharf below Wainut atreet, from 9:00 A. M. until 5:00 P. M.
That received before 1:60 A. M. will go through the same day.
Freight Delivery, No. 2:8 S. DELLAWARE Avenue.
25

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILEGAD.
Commencing MONDAY, November 16, 1866. Trains will
leave Depot, corner of BROAD Street and WASRINGTOW
Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-deGrace, Aberdeen, Perryman's, Ergswood, Magnolia,
Chase's and Stemmer's Run.
Way Mail Train at 815 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Consecting
with Delaware Railcoad at Wilmington for Crisheld and
intermediate stations. with Delaware Rathead at Wilmington for Crimfeld and intermediate stations.

Express Train at 11 45 A. M. (Sundays excepted), for Baltimere and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimere and Washington, stopping at Chester, Claymost, Wilmington, Newark, Elkton, Northeast, Ferryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magneille, Chese's and Stemmer's Run.

Nght Express at 11 P. M. (daily), for Baltimore and Washington, Cornects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Dovar, Harrisgton, Scaferd, Salisbury, Princess Alme, and connecting as Cristall with Boat for Norfolk, Portsmouth.

Passengers by Boat from Rail mores for Fortgress Mess.

and the South.

Passengers by Rost from Bal imore for Fortress Monroe at d Norfolk will take the 11-44 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and WZmington. mington.

Leave Philadelphia at 12:30, 4:00, 6, and 11:30 (daily) P.

M. The 4:00 P. M. train connects with Delawars Railroad for Milford and intermediate stations. The 6 F. M. train Leave Wilmington at 7 15, and 8 30 A. M., 5 and 6 30 (daily) P. Bt. FROM BALTIMORE TO PHYLADELPHIA. Leave Baltin to 725 A. M., Way-mail, 926 A. M. Express. 146 P. M., Express. 650 P. M., Express. 840 P. M., Express.

From Battimore to Havre-de Grace and intermediate TEAINS FOR BALTIMORE.

Leave Chester at 4 49 and 8 54 A. M., and 8 38 P. M.

Leave Wilmington at 5 23 and 9 40 A. M., and 4 15 P. M.

Leave Wilmington at 5 23 and 9 40 A. M., and 4 15 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8 25 P. M., stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at Einton
and Newark to take passengers for Philadelphia and leave
passengers from Washington or Baltimore, and Chester to
leave passengers from Baltimore or Washington.

Through Tickets to all points West, South, and Southwest, may be procured at Ticket Office, No 828 Cheanut
atreet, under Continental Hotel. Persons porchasing
tickets at this office can bave their baggage checked at their
residence by Graham's Baggage Express.

4 16

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad loave the Depot at Thirty-dirst and Market streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

Un Sundays—The Market Street cars leave Eleventh and Market Str. 35 minutes before the departure of each Train. Mann's Bas gage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 531 Chasnut street, will receive attention.

TRAINS LLAVE DEPOT, VIE.:—

mit street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train.

Paol Accommodation, No. 1 & 2, at 10 A. M. & 11 29 P. M.

Fast Line and Eric Express.

at 1200 M.

Parkesburg Train.

Harristing Accommodation.

at 2 30 M.

Lancaster Accommodation.

at 4 00 M.

Pittsburg and Eric Mail ...

Philadelphia Express.

Express daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by sail Train go to Williamsport without change of cars, and arrive at Lock Haven at 8 10 P. M.

Passengers by Mail Train go to Carilale and Chamborn-burg without change of cars.

Siceples Car Tickets can be had on application at the Ticket Office, No. 631 Cheanut street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express at 12:56 A. M.

Philadelphia Express at 710

Paoli Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M.

Parkesburg Train at 9:30 A. M.

Fast Line at 1:20 P. M.

Fast Line at 1:20

Parkesburg Train.

Lancaster T

FOR NEW YORK.-THE CAMDEN AND pany's Lines Amber Amber AMB FROM PHILADELPHIA TO NEW YORK es, from Wainut Street Whait, will leave a At 6 A. M., via Camden and Amboy, Accommoda-At 8 A M., via Camden and Jersey City Express.... 308
At 2 P. M., via Camden and Amboy Express.... 508
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant let class

At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class

At 6 P. M., via Camden and Amboy Accommodation sand Emigrant, 2d class.

At 10 A. M., via Camden and Amboy Accommodation sand Emigrant, 2d class.

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Viacentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M. and 5 P. M. for Freehold.

At 6 and 10 A. M., 12 M., 4, 5, 6, and 11-20 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Fi rence, Bridentown, etc. The 10 A. M. and 4 P. M. lines ran direct through to Trenton.

Lines From Kensington DePot Will, Leave At 11 A. M., 420, 646 P. M., and 12 P. M. (Night), via Relatington and Jersey City Express Lines, fare \$2.00.

The 6 45 P. M. Line will ron daily. All others Sundays excepted.

The 5 to F. M. Line will for daily. An other substance excepted.

At 7 30 and 11 A. M., 3, 5 30, 4 30, 5, and 6 45 P. M. and 12 Midnight, for Bristol, Trenton, etc.

At 7 30 and 40 15 A. M., 3, 4 30, 5, and 12 P. M., for Schenck's At 10 15 A. M., 3, 5, and 12 P. M. for Eddington, At 7 30 and 40 15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and interpretable stations.

Frankford, and at S. P. M. for Holmesburg and Intermediate stations.
At 10 16 A. M., 3, 4, 5, 6, 8 and 12P. M. for Wisslmoming.
BELVIDERE DELAWARE RAILEGAD.
For the Delawere River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily (Suncays excepted) from Kensington Depot, as follows:—At 7 30 A. M. for Ningara Fails, Buflaid. Dunkirk Canandalya, Rimita, Ithaca, Gwego, Holos, Dunkirk Canandalya, Rimita, Ithaca, Gwego, Holos, Wikesbarre, Seranton, Stroudsburg, Water Gap, etc.
At 7:30 A. M. and 3:50 F. M. for Belvidere, Easton, Lamberiville, Flemington, etc. The 3:30 P. M. Live connects direct with the train leaving Easton for Mench Chunk, Allentown, Bethlehem, etc. Allentown, Beiblehem, etc t 5 P. M. for Lambertville and intermediate stations. December 1, 1806. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOBELSTOWN RAILEOAD.
On and after THURSDAY, November 1, 1866, until far-

On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M.

25, 4, 5, 52, 5 (10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 74, 8, 8 20, 9, 10, 11, 12 A. M.,

1, 2, 3, 4, 48, 6, 65, 7, 8, 9, 10, 11 P. M.

Leave Germantown By 10, 10, 11 P. M.

The 8 22 down tram, and 8 34 and 5 M. et alias will ack stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 34 A. M., 2, 7, and 10 M. P. M.

CHENNUT HILL BALLEOAD

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 34, 5 M., 7, 2, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 9 40, 11 40 A. M., 120, 3 40, 5 40, 6 40, 8 40, and 10 40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 M minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-50 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-50 minutes A. M., 1240, 5 40, and 9 25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8 45 11 05, minutes A. M., 156, 8, 45, 5 M., 5 M. of a, 8 05 minutes, and 11 M., 156, 8, 45, 5 M. of a, 8 05 minutes, and 10 M., 156, 8, 45, 5 M. of a, 10 M., 7, 750 minutes, 5, 11 A. M., 156, 8, 45, 5 M. of a, 10 M., 7, 750 minutes, 5, 11 A. M., 156, 18, 18, 19, 19, 10 M., 11 M., 11

Leave Fbiladelphia 6, 845, 1105 minutes A. M., 1 3, 434, 534, 634, 845, and 1134 P. M. Leave Manayunk 6 10, 77n, 8 20, 934, 1134 A. M., 2, 5, 634, 134 P. M. ON SUNDAYS.

Leave Philadelphia 9 A. M., 252 and 6M P. M.

Leave Manayunk 7% A. M., 553 and 9 P. M.

W. S. WILSON, General Superintendent,

Depot NINTH and GREEN Streets

HARD RUBBER ARTIFICIAL
LIMBS, Arms, Legs, Appliances for
Detormity, etc. etc. These Limbs are
transferred from Die in form and sit;
are the lightest, thest durable comfortable, perfect, and artisus substitutes
yet invented They are approved and
adopted by the United Status Governent and our principal Surgeons. Patented August 16,
163; May 23, 1865; May 1, 1866. Address.

No. 639 ARCH Street, Philadelphia.
Pamphlet free. HARD RUBBER ARTIFICIAL

PRIVY WELLS OWNERS OF PROPERTY The only place to get Privy Wells cleaned and denfected at very low prices.

A. PETSON,

BALL. L. BRARY BURGE

6105 GOLDSMITHS RALL. L. BRARY BURGE